

1) How long can rail service be shut down?

The specifications state a maximum time the rail may be out of service of 48 hours. The contractor shall coordinate with the rail authority for any additional time need to be out of service.

2) Where is the siding location? Can a better location map be given

The siding is located 1,110(±) linear feet north of the end of the mainline work, and north of Payran Street.

3) The plans reference UP standard turnouts and the specifications reference the AREMA standard turnout. Which one is it?

The turnouts designed and shown on the project drawings are per UP standard. There are no objections to the contractor using the equivalent AREMA standard turnout. Contractor will assume all responsibility for design and layout of the equivalent turnout. COE or their representatives shall review prior to construction.

4) What is the turnaround time for response to contractor's questions

The turnaround time is dependent on the question, but it is in the COE's interest to respond to the questions as quickly as possible.

5) Who is reviewing work plan and submittals relating to handling of contaminated material?

COE or their representative will be reviewing work plan and submittals.

6) Would the COE reprint sheets 6 and 9 and redistribute? The contractor copies are not legible.

Sheets 6 and 9 have been redistributed.

7) Will the list of prebid job walk attendees be faxed to the plan holders?

<u>Name</u>	<u>Organization</u>	<u>Phone</u>
1. Andrew Nicholson	COE	707-433-9483
2. York So	COE	415-977-8571
3. Syed Burney	COE	415-977-8558
4. Tony Cinquini	W&K	707-523-1010
5. Thomas Purbaugh	Cerrudo Services	415-883-5003
6. Ryan Strong	Ghilo Bros, Inc.	415-454-7011
7. Ray Bertelsen	S.D. Carmack	530-645-3100
8. Rodger Furgason	Progress Rail Services	707-588-0880
9. Loy Castaneda	H&H Eng. Const.	209-983-0708
10. Miguel Galarza	Yerba Buena Eng.	415-467-2339

11. Tracy Bullard	Quality Signal Con.	530-668-9867
12. Robert Bowman	Quality Signal Con.	530-668-9867
13. Jeff Peterson	KED Construction	408-885-9505
14. Michael Ellefson	Pheonix Const.	909-781-4949
15. Don DeFord	Hanson Wilson	909-806-8000
16. Steve Girard	Pheonix Const.	909-781-4949
17. Walt Schwartz	Miller/Thomson	510-215-5200
18. Art Nyland	Miller/Thomson	925-979-0433
19. Kelly Gregory	Builtrack Const. Co.	916-769-6903
20. David Yeager	Granite Const.	707-433-0299
21. Wayne Monez	Spacy & Witbeck	510-748-1820
22. Bryan Zatica	Macro-Z-Technology	714-564-1130
23. Saleem Mithwani	COE	415-331-0404
24. Armando Quesada	Mass Ex Const.	408-591-5610
25. Bob Cados	Mass Ex Const.	408-591-4360
26. Bob Keyes	North Bay Construction	707-763-2819

8) The Appendix to the bid package appears to be missing. Please forward copies.

Appendix is attached in the addendum.

9) Will the COE postpone the bid date?

This will likely be a requirement of the rail authorities. See the permit for encroachment in the appendix.

10)The specifications do not reference Railroad Protection Insurance. Is this a requirement?

This will likely be a requirement of the rail authorities. See the permit for encroachment in the appendix.

11)Will the time to get the permits from the railroad agencies be taken into account for issuance the Notice to Proceed?

No. After the notice to proceed, the contractor can begin the process to gain permits. The total construction time includes the time to gain permits.

12)Traffic control plan appears to have a missing flagger at Madison Street. Please clarify plan.

Traffic control plan closes Lakeville Street north of Petaluma River and Madison Street, just west of the Clover-Stornetta driveway. Minimal local traffic is anticipated and therefore, no additional flaggers are identified. To accommodate egress of local traffic, it is anticipated Contractor shall require three (3) additional traffic control signs in the bid price for traffic control.

13)Does signalization of the rail need to be maintained through the construction zone during construction?

Yes, signalization must be maintained during construction when the rail is operational. Shutdowns and startups shall be per railroad agency standards.

14) Will the railroad require their own flagger? Who will pay for the flagger. If the contractor is to pay for the flagger, how much will it be?

A railroad certified flagger shall be provided by the contractor at the contractor's expense. See the permit for encroachment in the appendix.

15) How is the contractor to handle the power signal cable which runs parallel to the tracks between Payran Street and Madison Street?

Contractor is to preserve the signal cable between Payran Street and Madison Street. Any alternative location plan shall be reviewed by COE.

16) The 6" perforated metal CMP subdrain running beside the new track on plan sheet 7-8 of 52, indicates the pipe continues over the Petaluma River? We cannot locate any details or notes that indicate why and how this pipeline crosses through this area. This may be an error and the subdrain outfalls on either side of the river? Please clarify and provide direction if this pipeline crosses over the river.

There is no specification section for the 6" metal CMP subdrain. Does this pipe get wrapped in filter fabric? Please provide specification section or what is required.

Subdrain design is per UP Standard drawing 0304D. The purpose of the subdrain is to drain the ballast section. The subdrain will be installed in the ballast crossing new bridge.

17) Bid item #0031-#0032; 2"-3" SDR-35 PVC pipe. This pipe is not manufactured in SDR-35. It is available in Schedule 40 Solvent Weld. Please indicate where this pipe is installed on the project. We cannot locate on the improvement plans.

Contractor shall assume Schedule 80 3-inch conduit and Schedule 80 2-inch conduit along the mainline bridge within the ballast section on the east side.

18) 6" metal subdrain detail on plan page 29 of 52 detail #3; the note in the detail references see UP STD 0304D (Technical specifications.)

The Technical Specifications do not reference this spec section. Please clarify.

UP STD 0304D is included in the Appendix.

19) Plan Sheets 8, 25-26 identify 8" and 24" pipeline improvements and raising existing utility structures to grade. The estimate sheet does not address any of these improvements. Where do we include these improvements? Will you add items to the bid schedule to address these improvements?

ADD:

Bid Item No. 0079. 8" PVC Storm Drain

- A. *Measurement of payment for installing the 8-inch PVC, SDR 26 storm drain will be based upon installation per construction documents.*
- B. *Payment for installing the 8-inch PVC, SDR 26 will be made at the unit bid prices per linear foot (LF) named in the Bid Sheet under Item No. 0079, which price shall constitute full compensation of all such work as required per the Contract Documents.*

Bid Item No. 0080. 24" CMP Storm Drain

- A. *Measurement of payment for installing the 24-inch CMP storm drain will be based upon per construction documents.*
- B. *Payment for installing the 24-inch CMP will be made at the unit bid prices per linear foot (LF) named in the Bid Sheet under Item No. 0080, which price shall constitute full compensation of all such work as required per the Contract Documents.*

20) Please clarify Section 02111. The first sentence of Part 1, General, states that the Contractor shall stockpile up to 1,000 cubic yards of petroleum-contaminated soil. However paragraph 3.4, Confirmation Sampling and Analysis, states that "excavation of additional material over 100 cubic yards shall be as directed by the Contracting Officer." In addition, Section 01450, Paragraph 1.4.3, Sampling, Analysis, and Measurement, says that there is "up to 100 cubic yards of soil that may be contaminated with petroleum ...".

Which is correct; 1,000 cubic yards or 100 cubic yards?

Response: Part I General: Amend sentence to read "...up to ~~1000~~ 100 cubic yards"

21) Please clarify the meaning of Section 01010, Paragraph 1.4, Special Scheduling, as it pertains to regular train operations.

In most areas of this project the new railroad track alignment is very nearly on the same alignment as the existing track. Given this, it would be impossible to maintain regular train operations during most of the construction period. However, Section 01010, Paragraph 1.4, Special Scheduling, Subparagraph c, states that the contractor shall not unreasonably interfere with train operations during "cut-over", and that the "maximum shutdown interval shall be 48 hours.

Our first question regarding this specification is: What is the meaning of "cut-over"?

Response: Cut-over is the tie-in of the newly constructed track (MT2) into the existing track (MT1) at both the north and south conforms to existing track.

Our second question is: Do we have any obligation to maintain rail service in the project area during the contract period? If so, please be specific as to what the requirements are.

Response: The contractor's attention is called to Section 01010 Paragraph 1.4: "...Maximum shut down interval shall be 48 hours." Track cannot be out of service for more than 48 hours unless otherwise approved by the governing railroad authority and the contracting engineer.

22)Section 01010, paragraph 1.3, lists permits that we are to conform with. These permits are not included attached. Please provide the bidders with copies of the permits.

Response: Sample permits are attached in the Appendix to the Technical Specifications.

23)There is no bid item for excavation for the track and street construction. In addition, we can find no provisions in the specifications that excavation is incidental to other work. Therefore, it seems reasonable that an item for excavation should be added to the pricing schedule.

Response: Excavation for railroad shall be included in the cubic yard price paid for under Bid Item 20 Remove Ballast. Excavation for retaining walls shall be included in the linear foot price paid for in Bid Item 60 Gravity Wall and Bid Item 61 8' Cast-in-Place Retaining Wall. Excavation for roadway construction shall be included the square yard price paid for under Bid Item 43 Prepare and roll sub-base. Not additional compensation will be given for these items.

24)There is no bid item for the "Concrete Bridge Rail Modification", including the modifications to the tubular hand rail, shown in detail 2, Sheet 32, of the plans. Please provide a bid item for this work or specify which existing bid item it is incidental to.

Response: Work is incidental to Bid Item No 70 Bridge Modification and shall be included in the square foot price paid for the Bid Item 70.

25)Item 1. E32-DETAIL 3

Description: The plans indicate that certain existing poles and electrical utilities are to be relocated by others as well as coordination with PG & E. Similar notes appear in approx 14 locations throughout the plans.

Questions: Who is responsible to perform this scope of work? As presented in the notes, who is "others"?

Contractor Assumption: Based on the information provided in the plans and specifications we are assuming that the term "relocation by others" implies

that P.G.& E will perform that particular scope of work and has no association with this contract.

Response: Correct. Intent is that PG&E (or other utility owners) will relocate their services.

26) Item 2. E32 & E34 Details 3 & 4

Description: This information specifically indicates contractor to remove store and reinstall east and west bound signaling equipment to new locations. Specification Division -Special Construction Items 13200 thru and including 13950 thoroughly indicate that the contractor must engineer, design, purchase, build and provide a complete solid state crossing control system, however, Section 01010 Page 1 Summary of Work Part 1 General 1.1, Project Description refers to relocating signals and warning devices.

Question: What is the correct intended scope of work? If new signaling is required where is it referenced on drawings?

Contractors Assumption: Based on our understanding we are assuming that the existing east and west bound signaling equipment shall be removed stored and reinstalled to the new locations as indicated on E32 and E34 and that there are no requirements for any new signaling or equipment at these locations or any other locations.

Response: Original design planned to relocate the existing signalization. However, based upon field review of the equipment, it was deemed necessary to replace the equipment. Intent is that the contractor submit on new equipment, in the locations noted on the plans, per the specification and CPUC requirements.

27) Item 3. Sheet 24 & 26

Description: Sheet 24 has two notes stating to raise existing utilities to grade coordinate with PG & E. Sheet 26 has three notes requesting the same.

Question: What is intended scope of work at these locations?

Contractors Assumption: Based on the information provided in the plans and specifications we are assuming that the term "relocation by others" implies that P.G.& E will perform that particular scope of work and has no association with this contract.

Response: Coordination will be required with all utilities, including PG&E. It is intended that utility companies will relocate their utilities where RELOCATION is required. It is intended (as noted on the plans) that the Contractor will be responsible for raising/adjusting the top of utility manholes or vaults to grade to conform with the proposed improvements, where no utility relocation is required.

28)Item 4. Sheet 34A Detail 2

Description: Cable Key Plan - Legend indicates TK/Bootleg

Question: What is the Definition of TK/Bootleg?

What are the locations of TK in reference to the 6 x 6 house?

Response: TK/Bootleg is a track bootleg. It is located at the end of the tie where the track cable transitions to the flexible bondstrand connected to the rail.

Reference Section 13530 3.2 B. A bootleg is a 24-inch long, 2-inch inside diameter piece of airhose with two 13/16" holes drilled on opposite sides 1½" from the top.

29)Ref: Bid Item 68, Drawing Sheets 7, 8, & 9, Spec Sect 05650-2.5.1

Item 68 calls for 132# Prime Rail, while the drawings and specs call for 136# RE High-Strength Rail. Which is it?

Also, the drawings only show new mainline construction from Sta 200+60 to Sta 230+00 or 2940 TF. Where is the additional new track construction for the 4490 TF in Bid Item 68?

Response: Mainline rail shall be 136#. Bid should be corrected to reflect this.

Additional new track to be constructed is the Siding which is 133# rail minimum.

30)Ref: Bid Item 68, Drawing Sheets 16 & 17, and Spec Sect 05650-2.5.2

The drawings show siding construction utilizing 133#, 130#, and 136# rail, while the specs call for the use of salvaged 113#, 119#, and 112# rail. Which is it? Also, is the construction of the 1235 TF of siding to be paid for under Bid Item 68? If not, where is the siding paid for?

Response: New siding shall be 133# rail. Contractor has the option to install salvaged track in accordance with Section 05650-2.12.3. 115# to 130# rail can be reused with approval of contracting officer. Yes, Siding is included in the TF of Bid Item 68

31)Ref: Bid Item 21 and Drawing Sheet 6

The drawing shows removal of mainline track from Sta 200+60 to Sta 230+84 or 3024 TF, and siding removal from Sta 217+64 to Sta 225+00 or 736 TF, for a total of 3760 TF. Where is the additional track removal for the 5290 TF in Bid Item 21?

Response: Quantity of Bid Item 21 should read 3760 TF.

32)Ref: Bid Items 22, 77, & 78, Drawing Sheets 6, 9, 16, and 17

Per these Bid Items there are 2 removed and reinstalled turnouts, 3 132# New turnouts, and 3 132# Relay turnouts. Per drawing sheets 6 & 16 there are 2 turnouts to remove and salvage. Per drawing sheet 9 there are 2 new 136# turnouts that make up the crossover. And, per drawing sheet 17 there is

1 new 112# turnout. This is a total of only 3 installed turnouts. Where are the additional 5 turnouts? And, what weight are they?

Response: Bid Item 22 should read Salvage No. 9 Turnout. The Quantity should be 2. The three new turnouts (Bid Item 77) and the three new relays (Bid Item 78), one for each new turnout, are described below.

33)Ref: Bid Item 67 and Spec Sect 05650-2.7

Does Bid Item 67 pay for all ties installed, regardless of whether they are new or salvaged, or, cross or switch?

Response: Yes, all tie installation shall be included in Bid Item 67.

34)Ref: Spec Sect 05650-2.1 and 3.2.1.1

Spec 2.1 calls for #4A Ballast and Spec 3.2.1.1 calls for #4 Ballast. Which is it?

Response: Ballast shall be AREMA type 4A.

35)Ref: Spec Sect 05650-2.13.1

Are all jointed-rail joints, other than I.J.'s, to be bonded?

Response Yes, all jointed-rail joints shall be bonded (other than I.J's)

36)Ref: Bid Items and Spec Sect 01270.

The following Bid Item Units do not match those detailed in Spec Sect 01270: Item 7, 71, & 72. What unit will be used for payment of each of these Items? Also, there is no Measurement & Payment Spec for Bid Items 75 thru 78. Will a spec be provided?

Response: Bid Item 7 shall be measured and paid for per Each unit, as shown on the bid schedule.

Bid Item 71 shall be paid for per square foot (SF) of modification, as shown on the bid schedule.

Bid Item 72 shall be paid for per square foot (SF) of modification, as shown on the bid schedule.

Bid Item 75 Concrete Curbing

A. Measurement of payment for concrete curbing will be based upon installation per Construction Documents.

B. Payment for installing the concrete curbing will be made at the unit bid prices per linear foot (LF) named in the Bid Sheet under Item No. 0075, which shall constitute full compensation of all such work as required per the Contract Documents.

Bid Item 76 Guard Rail

A Measurement of payment for Guard Rail ("K-rail")will be based upon installation per Construction Documents.

B. Payment for installing the guard rail will be made at the unit bid prices per linear foot (LF) named in the Bid Sheet under Item No. 0076, which shall constitute full compensation of all such work as required per the Contract Documents.

Bid Item 77 Railroad Turnout No. 10, 136#

A. Measurement of payment for No. 10 turnout will be based upon per Construction Documents.

B. Payment for installing the No. 10 turnout will be made at the unit bid price per each (EA) named in the Bid Sheet under Item No. 0077, which price shall constitute full compensation of all such work as required per the Contract Documents.

Bid Item 78 Turnout Relay for No. 10 Turnout

A. Measurement of payment for a turnout relay for each No. 10 turnout will be based upon installation per Construction Documents.

B. Payment for installing the relay for each No. 10 turnout will be made at the unit bid price per each (EA) named in the Bid Sheet under Item No. 0077, which price shall constitute full compensation of all such work as required per the Contract Documents.

37)Ref: Bid Item 64 and Drawing Sheet 7.

Drawing Sheet 7 shows 250 LF of Conc Grade Crossing. Bid Item 64 has a quantity of 290 LF. Where is the additional 40 LF of Conc Grade Crossing?

Response: Bid Item No. 64 shall have the quantity changed from 290LF to 250LF.

38)Is the new bridge over the Petaluma River part of this contract ?

If the new bridge is part of this contract, where are the construction details ?

If the new bridge is not part of this contract, when does it bid and how do we obtain the pertinent documents ?

Response: The new railroad bridge has already been constructed under separate contract.

39)Section 01450, item 1.4.3, Assumed quantity of 100 cy of contaminated waste, how will this be paid? Due to the large variance in transport cost and fees between Sonoma County Landfill and Kellar Canyon should this be identified as a bid item?

Response: For bidding purposes, Contractor shall assume contaminated waste will be hauled to Kellar Canyon Landfill.

40)Section 02111 Part 1 – if we are to assume 1000 cy yards of contaminated material. Due to the specific specifications for handling this item of work where will these cost be paid for?

Response: See Response to Contractor question 20.

41)Section 01010, Item 1.4, paragraph c., at present there are not any trains running on this track, if no trains are running does that mean that the last sentence “Maximum shutdown interval shall be 48 hours” will not apply?

Response: See Response to Contractor question 21.

42)Is the intention to relocate the existing equipment or to remove the existing crossing and install new signal equipment? If the existing equipment is moved, is it expected to be upgraded to a functional and working state? Can we simply move the current out-of-service equipment to a new location and install it in its current state and leave it out of service. What is the remedy if attempts to upgrade the existing equipment to a functional and working condition are not possible because due to the age and type of equipment replacement parts are not available? Some of the equipment does not meet current government standards for new installation, is the intent to relocate the existing equipment and upgrade it to current standards? If so, what are the upgrade specifications?

Response: See Response to Contractor question 26.

43)On plan sheet 22: At Station 16+72 Left plans indicating installation of a guardrail, where does this item get paid?
At station 17+01 Right plans indicate relocation of guardrail, where does this item get paid?

Response: Bid Item 81 Metal Beam Guard Rail

A. Measurement of payment for Metal Beam Guard Rail (Caltrans Standard Detail A77) will be based upon per Construction Documents.

B. Payment for installing the Metal Beam Guard Rail will be made at the unit bid prices per linear foot (LF) named in the Bid Sheet under Item No. 0081, which shall constitute full compensation of all such work as required per the Contract Documents.

Quantity of Metal Beam Guard Rail shall be 90 Linear Feet.

44)What length are cross ties to be; 8'6" or 9'0"? Will either length be allowed?

Response: Cross ties shall be 8'-6", unless otherwise stated on standard drawings.

45)Price Schedule shows item 0077 Railroad Turnout #10 132 lb Turnout 3 requested and also Item 0078 Railroad Turnout #10 132lb relay - 3 requested. How many turnouts are to be supplied 3 or 6? Are they to be new or reconditioned? Spec indicates reconditioned material may be supplied

Response: See Response to Contractor question 32

46)Specs call for red or white oak or douglas fir ties and oak switch timber. Other sections refer to Union Pacific RR Specs. Union Pacific allows oak and mixed hardwood as hardwood cross ties and switch timber. Will the Corps accept mixed hardwoods rather than 100% oak on this project?

Response: Other hardwood cross ties and switch timber will be considered if the contractor can prove the other hardwood cross ties and switch timber meets or exceeds the specifications for oak. Contractor shall submit request for substitution for ties and proposed usage locations for approval prior to construction.

The following Question Responded to on 9/25/03:

47)Bid items 22,77 and 78 all relate to turnouts. From the plans, there are 3 turnouts to be constructed. Which one or combination of bid items will apply to the construction of the 3 turnouts?

Bid Items 77 and 78 are related to new turnout construction. Bid Item 22 relates to salvaging existing turnouts.

48)Further on turnouts, the turnout materials specified in section 05650, 2.9 vary widely from the turnout materials (UP. standard 5020) called out on sheet of the contract drawings. Should we follow the specifications?

Response: See Response to Contractor question 3.

49)Further on turnouts, specification 05650, 2.5.1 states that the turnout at 613+50 is to be constructed with new standard 136 RE rail. Sheet 17 of the contract drawings states that the turnout is to be constructed with 112 lb rail. Which size rail applies, 136 or 112?

Response: See Response to Contractor question 30.

50)Section 05650, 2.11.4, 3.9.3; section 13530, 1.1B; section 13600, 3.4B.8 all make reference to insulated joints, however none are shown on the plans. Can you identify how many are to be installed by contractor and approximate stationing?

Response: Attention is directed to Section 13530 Paragraph 1.1B.

51)Reference Detail 1 on Sheet 32: Around the relocated Type 9A gates it has TW elevations called out. Is this a new wall (i.e. Concrete, CMU, Wood)? If so, please provide a detail and in which Bid Item shall it be included and paid in?

Response: Type 9A gates are to salvaged, not relocated, see responses above. Concrete pad is to be included in the contract price paid for the Bid Item No. 0006. Concrete retaining wall shown in Detail 1 on Sheet 32 shall be constructed per Detail 5 on Sheet 32, Gravity Wall. The retaining wall shall be paid under Bid Item No. 0060.

REVISE quantity of Bid Item No. 0060 to 375 linear feet.

52)Reference Detail 1 on Sheet 32: What Bid Item is the concrete pad within the area above to be included and paid in?

Response: See Response to Contractors question 51.

53)Reference Detail 1 on Sheet 32: What Bid Item is the concrete valley gutter at the driveway/access road entrance to be included and paid in?

Response: Concrete valley gutter is included in the quantity and shall be paid under Bid Item No. 42.

54)Reference Bid Proposal Form – Bid Item # 0060: Does this include both retaining walls per details 2 & 5 on sheet 33?

Response: Yes. See Response to Contractors question 51.

55)Reference Bid Proposal Form – Bid Item # 0073: Is the Vertical Curb per COP Standard # 204 included in this Curb & Gutter Bid (Pay) Item?

Response: Yes, vertical curb per City of Petaluma Standard #204 is included in the Bid price paid for under Bid Item No. 0073.

56)Reference Bid Proposal Form – Bid Item # 0075: I am correct in the assumption that this Bid Item is for the Median Curb per detail 5 on sheet 30?

Response: Correct. Title of Bid Item No. 0075 shall be changed to Concrete Median Curb.